



**Federal Aviation
Administration**

ADMINISTRATOR'S FACT BOOK

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Introduction — Acting Administrator Daniel K. Elwell



**Federal Aviation
Administration**



“If you can’t measure it, you can’t improve it.”

It is hard to argue the point.

We are in the safest period in the history of aviation. The “Fact Book” is a page-by-page compendium of who we are and what we do. Without question, the FAA manages the most complex aviation system on the planet. Approaching a billion passengers. Thousands of pieces of equipment and facilities. And an elite corps of professionals to manage all of it.

The National Airspace System is a national treasure—a dynamic organism that’s constantly evolving. Knowing the precise areas experiencing air traffic growth can lead to a greater focus on implementing new technologies, reexamining resources and sharpening infrastructure requirements. Each of these has a vital role in the FAA’s primary mission: safety. This booklet enables you to connect the dots.

Dan Elwell

Acting Administrator
Federal Aviation Administration

FAA Mission and Vision



FAA Mission

To provide the safest, most efficient aerospace system in the world.

FAA Vision

We strive to reach the next level of safety, efficiency, environmental responsibility and global leadership. We are accountable to the American public and our stakeholders.

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Safety

Accidents, 2006-2015

Calendar Year	Fatal	Total
2006	2	33
2007	1	28
2008	2	27
2009	2	30
2010	1	30
2011	0	33
2012	0	26
2013	2	23
2014	0	32
2015	0	30

Source: National Transportation Safety Board (NTSB)

Accident Rates, 2006-2015

Calendar Year	Accidents per 100,000 Departures	Accidents per 100,000 Flight Hours
2006	0.304964968	0.171311021
2007	0.256212419	0.142585634
2008	0.258419375	0.141163436
2009	0.309117227	0.170195075
2010	0.311402113	0.169004696
2011	0.344325777	0.183711319
2012	0.276870318	0.14670835
2013	0.247760301	0.129811806
2014	0.347507966	0.180261115
2015	0.328780274	0.167330868

Source: National Transportation Safety Board (NTSB)

Flight Hours, 2006-2015

Calendar Year	Flight Hours (100,000s)
2006	192.63209
2007	196.37322
2008	191.26766
2009	176.26832
2010	177.50986
2011	179.62965
2012	177.22236
2013	177.17957
2014	177.52026
2015	179.28551

Source: National Transportation Safety Board (NTSB)

Since March 20, 1997, aircraft with 10 or more seats used in scheduled passenger service have operated under Title 14 Code of Federal Regulations (CFR) 121.

Description of Air Traffic Incident Data

System Risk Event Rate: a 12-month rolling rate that compares the number of Risk Analysis Events (RAEs are events in which less than 66 percent of the required separation between aircraft was maintained) with the total number of validated losses of standard separation. Significantly improved data collection has led to an increase in reported events and RAEs since 2012. The total number of high-risk events remains low.

Runway incursions: the four categories ([A](#), [B](#), [C](#) or [D](#)) are based on defined criteria, including speed and the type and extent of any evasive action. Category A and B events are considered to have elevated risk.

Runway incursions are also classified by type: 1) pilot actions, measured as Pilot Deviations; 2) ATC actions, measured as Operational Incidents, and 3) actions by individuals driving or working in the vicinity of taxiways and runways, measured as Vehicle/Pedestrian Deviations.

Near Mid Air Collision (NMAC): when an aircraft flies within 500 feet of another aircraft, or a pilot or flight crew member reports a collision hazard between two or more aircraft.

Airspace Incident Data

Incident Type	Year	January	February	March	April	May	June	July	August	September	October	November	December	Total
Near Mid-air Collision	2013	6	7	6	4	3	14	11	13	7	12	4	8	95
	2014	6	8	12	9	15	25	17	9	15	11	7	9	143
	2015	7	10	15	8	10	16	12	28	12	5	10	12	145
	2016	17	15	13	14	30	46	37	32	26	29	28	15	302
	2017	11	27	38	29	43	67	52	47	21	27	18	5	385
Pilot Deviation	2013	228	270	262	267	268	291	310	380	299	306	267	217	3365
	2014	251	246	301	339	349	342	374	352	307	371	305	269	3806
	2015	284	297	376	339	361	362	374	341	327	302	281	243	3887
	2016	245	344	343	364	333	368	411	373	367	387	376	404	4315
	2017	328	384	394	479	504	462	469	471	404	388	367	311	4961
Runway Incursion	2013	93	94	101	92	105	131	138	110	105	110	102	86	1267
	2014	82	89	87	110	121	128	138	127	84	116	122	74	1278
	2015	118	102	121	141	108	141	149	146	120	126	126	109	1507
	2016	105	134	129	132	126	134	157	137	145	150	141	119	1609
	2017	119	113	127	155	174	160	164	157	156	138	102	79	1644
Surface Incident	2013	19	17	29	19	33	34	25	23	24	43	18	29	313
	2014	22	27	26	35	31	39	30	25	33	34	33	16	351
	2015	24	15	31	26	19	26	34	24	20	53	51	41	364
	2016	54	48	59	66	61	67	67	62	54	63	46	68	715
	2017	73	75	67	76	81	78	75	60	57	50	38	48	778

Airspace Incident Data (continued)

Incident Type	Year	January	February	March	April	May	June	July	August	September	October	November	December	Total	
Vehicle Pedestrian Deviations	2013	22	29	30	32	31	25	34	34	26	40	19	21	343	
	2014	26	30	27	44	42	32	43	28	38	24	41	16	391	
	2015	43	25	32	42	19	35	46	35	27	36	27	23	390	
	2016	34	31	34	39	39	31	43	37	39	38	34	36	435	
	2017	31	37	44	34	44	45	50	39	39	40	27	18	448	
Loss of Separation	2013	640	493	540	598	554	511	581	588	578	584	539	529	6735	
	2014	509	517	695	747	665	602	646	647	585	615	598	640	7466	
	2015	562	512	567	589	572	574	590	764	668	683	649	683	7413	
	2016	637	648	813	704	838	791	753	765	696	721	657	663	8686	
	2017	507	485	566	565	554	632	533	558	528	525	503	401	6357	
Incident Rates	Year	January	February	March	April	May	June	July	August	September	October	November	December	Total	SRER
High Risk Analysis Events	2013	1	2	4	4	2	7	3	5	4	4	2	3	41	6.088
System Risk Event Rate	2014	1	0	2	4	2	3	0	2	2	4	2	2	24	3.215
	2015	0	1	0	2	2	3	3	0	0	0	2	1	14	1.889
	2016	4	3	3	3	1	0	4	2	0	1	0	2	23	2.648
	2017	1	2	1	3	1	3	1	1	1	1	3	1	19	2.989
Runway Incursion Category A & B	Year	January	February	March	April	May	June	July	August	September	October	November	December	Total	RI Rate
Runway Incursion Rate	2013	0	1	2	1	1	3	2	0	1	2	1	2	16	0.320
	2014	1	3	1	1	1	0	2	0	0	2	1	2	14	0.282
	2015	3	1	1	3	0	1	0	0	1	2	2	0	14	0.282
	2016	3	3	1	0	2	2	2	2	0	3	1	0	19	0.379
	2017	0	1	1	0	0	1	0	1	0	0	1	0	5	0.099

Footnotes for Data Table

Pilot-reported NMACs with Unmanned Aircraft Systems (UAS) now account for more than half of all reported events.

The Pilot Deviation (PD) table includes events that did not have a loss of standard separation. PDs with a loss of standard separation are included in the Loss of Separation table.

Loss of Separation events include incidents attributable to both pilot and air traffic controller. This table includes airborne events where the loss of standard separation criteria has been validated.

All yearly totals and rates are tabulated for calendar year comparison and do not reflect performance target reporting, which are aligned to the fiscal year (October-September).

Originating source - Comprehensive Electronic Data Analysis and Reporting (CEDAR), Operations Network (OPSNET)

Air Traffic

Total Operations* at Towers, Terminal Radar Approach Control (TRACONS) and Air Route Traffic Control Centers (ARTCCs)

Air Traffic in the NAS			
	FY15	FY16	% Change
Air Traffic Control Tower (ATCT)	53,001,110	53,327,606	0.6%
Terminal Radar Approach Control Facilities (TRACON)	37,170,968	37,712,883	1.5%
Air Route Traffic Control Centers (ARTCC)	41,918,263	43,231,160	3.1%

*Operations at TRACON and ARTCC facilities are also known as aircraft handled

Source: OPSNET, Office of Performance Analysis (AJR-G)

Total Operations by Air Traffic Control Tower (ATCT): Top 50

Rank	Airport Tower	Name	FY15	FY16	% Change
1	ATL	Atlanta	878,053	902,230	2.8%
2	ORD	Chicago	882,943	874,148	-1.0%
3	LAX	Los Angeles	687,179	722,537	5.1%
4	DFW	Dallas/Fort Worth	692,769	685,309	-1.1%
5	DEN	Denver	555,176	570,395	2.7%
6	LAS	Las Vegas	541,598	559,960	3.4%
7	CLT	Charlotte	549,491	549,643	0.0%
8	EWB	Newark	532,846	536,755	0.7%
9	IAH	Houston	513,445	485,111	-5.5%
10	JFK	JFK	464,472	480,976	3.6%
11	LGA	LaGuardia	470,469	470,885	0.1%
12	PHX	Phoenix	459,828	463,444	0.8%
13	SFO	San Francisco	436,826	454,565	4.1%
14	MIA	Miami	421,575	429,308	1.8%
15	MSP	Minneapolis	411,347	416,877	1.3%
16	PHL	Philadelphia	418,826	408,697	-2.4%
17	SEA	Seattle	384,053	418,764	9.0%
18	BOS	Boston	385,000	407,639	5.9%
19	DTW	Detroit	382,142	394,436	3.2%
20	DVT	Phoenix Deer Valley	373,550	374,567	0.3%
21	DCA	Washington	351,057	341,595	-2.7%
22	SLC	Salt Lake City	327,837	329,875	0.6%
23	APA	Denver Centennial	315,440	340,606	8.0%
24	MCO	Orlando	311,759	323,836	3.9%
25	LGB	Long Beach	319,775	314,194	-1.7%
26	GFK	Grand Forks	304,373	321,818	5.7%
27	HNL	Honolulu	315,049	307,768	-2.3%
28	DAB	Daytona Beach	302,137	312,125	3.3%
29	IAD	Dulles	307,046	299,210	-2.6%
30	SNA	John Wayne	286,821	313,527	9.3%

Rank	Airport Tower	Name	FY15	FY16	% Change
31	FLL	Fort Lauderdale	291,279	303,865	4.3%
32	SFB	Orlando Sanford	294,197	286,491	-2.6%
33	ANC	Anchorage	290,802	287,432	-1.2%
34	TEB	Teterboro	255,933	300,057	17.2%
35	TMB	Miami Executive	264,174	283,701	7.4%
36	FFZ	Falcon Field	253,311	280,262	10.6%
37	PRC	Prescott Municipal	274,978	257,316	-6.4%
38	BWI	Baltimore	259,187	261,747	1.0%
39	MDW	Chicago Midway	258,104	256,398	-0.7%
40	PDX	Portland (OR)	245,988	257,792	4.8%
41	DAL	Dallas Love Field	236,213	252,572	6.9%
42	OAK	Oakland	229,680	244,792	6.6%
43	VNY	Van Nuys	241,194	232,335	-3.7%
44	IWA	Phoenix Mesa	222,045	244,104	9.9%
45	BFI	Boeing Field	219,641	242,133	10.2%
46	SAN	San Diego	227,344	229,567	1.0%
47	SEE	Gillespie Field	232,008	222,248	-4.2%
48	MEM	Memphis	223,958	229,274	2.4%
49	CHD	Chandler Municipal	226,302	219,528	-3.0%
50	HOU	Houston	219,558	224,730	2.4%

Source: OPSNET, Office of Performance Analysis (AJR-G)

Total Operations* by Terminal Radar Approach Control Facilities (TRACON): Top 50

Rank	TRACON	Name	FY15	FY16	% Change
1	SCT	Southern California	2,063,122	2,099,756	1.8%
2	N90	New York	1,892,552	1,949,388	3.0%
3	NCT	Northern California	1,558,229	1,586,639	1.8%
4	PCT	Potomac	1,417,578	1,426,859	0.7%
5	C90	Chicago	1,252,133	1,254,412	0.2%
6	D10	Dallas-Fort Worth	1,205,819	1,213,222	0.6%
7	A80	Atlanta	1,167,065	1,198,348	2.7%
8	MIA	Miami Tower	979,245	1,009,725	3.1%
9	I90	Houston	939,698	913,611	-2.8%
10	D01	Denver	792,982	820,064	3.4%
11	P50	Phoenix	670,361	672,972	0.4%
12	F11	Central Florida	654,086	673,746	3.0%
13	CLT	Charlotte Tower	631,118	636,264	0.8%
14	A90	Boston	605,674	639,498	5.6%
15	L30	Las Vegas	585,590	605,514	3.4%
16	PHL	Philadelphia Tower	586,777	574,328	-2.1%
17	S46	Seattle	539,485	578,654	7.3%
18	M98	Minneapolis	521,513	525,247	0.7%
19	D21	Detroit	505,740	521,998	3.2%
20	HCF	Honolulu Control Facility	474,765	478,441	0.8%
21	TPA	Tampa Tower	449,312	456,195	1.5%
22	S56	Salt Lake City	404,545	408,675	1.0%
23	JAX	Jacksonville Tower	343,878	361,549	5.1%
24	SAT	San Antonio Tower	328,008	318,245	-3.0%
25	DAB	Daytona Beach Tower	324,924	317,406	-2.3%
26	CMH	Columbus Tower	314,573	325,673	3.5%
27	ZSU	San Juan CERAP	313,713	324,336	3.4%
28	T75	St. Louis	301,881	313,275	3.8%
29	P80	Portland	302,142	312,801	3.5%
30	P31	Pensacola	302,852	292,432	-3.4%
31	AUS	Austin Tower	290,614	303,650	4.5%
32	M03	Memphis	285,437	301,930	5.8%
33	PBI	Palm Beach Tower	280,591	282,212	0.6%
34	AT1	Anchorage	276,715	270,295	-2.3%
35	PIT	Pittsburgh Tower	255,510	260,171	1.8%
36	BNA	Nashville Tower	247,811	264,992	6.9%
37	E10	High Desert	250,710	248,575	-0.9%
38	MSY	New Orleans Tower	249,652	248,248	-0.6%
39	IND	Indianapolis Tower	240,459	252,756	5.1%
40	CRP	Corpus Christi Tower	237,223	255,062	7.5%
41	RDU	Raleigh-Durham Tower	231,008	239,428	3.6%
42	CVG	Cincinnati Tower	222,426	230,738	3.7%

Rank	TRACON	Name	FY15	FY16	% Change
43	MKE	Milwaukee Tower	224,925	227,363	1.1%
44	RSW	Fort Myers Tower	217,761	225,797	3.7%
45	OKC	Oklahoma City Tower	214,814	222,389	3.5%
46	MCI	Kansas City Tower	209,103	211,004	0.9%
47	SDF	Standiford Tower	203,499	208,772	2.6%
48	R90	Omaha	203,342	207,577	2.1%
49	Y90	Yankee	199,851	205,504	2.8%
50	ORF	Norfolk Tower	197,005	196,857	-0.1%

*Operations at TRACON facilities are also known as aircraft handled

Source: OPSNET, Office of Performance Analysis (AJR-G)

Total Operations* by Air Route Traffic Control Centers (ARTCC)

ARTCC	Name	FY15	FY16
ZTL	Atlanta	2,923,189	3,047,184
ZNY	New York	2,611,131	2,684,769
ZMA	Miami	2,577,234	2,546,654
ZDC	Washington	2,426,733	2,464,286
ZOB	Cleveland	2,304,949	2,387,361
ZJX	Jacksonville	2,272,655	2,393,729
ZAU	Chicago	2,258,724	2,397,472
ZFW	Fort Worth	2,273,465	2,299,251
ZHU	Houston	2,241,133	2,250,837
ZLA	Los Angeles	2,118,926	2,229,653
ZME	Memphis	2,032,575	2,099,894
ZID	Indianapolis	1,953,334	2,023,298
ZMP	Minneapolis	1,895,435	1,941,944
ZKC	Kansas City	1,717,758	1,751,235
ZDV	Denver	1,696,035	1,764,984
ZOA	Oakland	1,557,960	1,640,881
ZAB	Albuquerque	1,518,002	1,564,647
ZBW	Boston	1,472,544	1,523,097
ZLC	Salt Lake City	1,337,087	1,394,441
ZSE	Seattle	1,102,124	1,173,627
ZAN	Anchorage	579,351	582,494
HCF	Honolulu Control Facility	488,415	489,032
ZSU	San Juan	309,799	312,528
ZUA	Guam	249,705	267,862

*Operations at ARTCC facilities are also know as aircraft handled

Source: OPSNET, Office of Performance Analysis (AJR-G)

Flight Service – Total Flight Services = 2 (Flight Plans + Pilot Weather Briefs) + Aircraft Contacts

Fiscal Year 2015												
CONUS - AFSS Contract	Oct-14	Nov-14	Dec-14	Jan-15	Feb-15	Mar-15	Apr-15	May-15	Jun-15	Jul-15	Aug-15	Sep-15
Services via Specialist	371,921	302,699	279,695	269,379	251,010	319,039	331,870	347,986	352,446	383,551	350,440	329,540

Fiscal Year 2015												
Alaska Facility	Oct-14	Nov-14	Dec-14	Jan-15	Feb-15	Mar-15	Apr-15	May-15	Jun-15	Jul-15	Aug-15	Sep-15
Barrow (BRW)	3,799	3,429	3,467	2,095	3,352	3,437	3,605	3,723	4,618	6,271	7,090	6,249
Cold Bay (CDB)	1,884	1,564	2,015	2,670	1,585	2,117	1,992	2,440	2,742	2,531	2,887	2,689
Dillingham (DLG)	4,061	3,291	2,941	3,281	3,457	4,533	4,637	5,721	7,715	8,142	7,472	6,927
Kenai (ENA)	15,000	11,735	12,186	11,237	11,136	12,780	14,112	17,706	21,336	22,343	22,035	18,976
Fairbanks (FAI)	8,404	5,838	7,350	5,410	6,215	8,429	7,963	8,591	13,132	14,569	15,001	14,459
Homer (HOM)	2,820	2,346	2,019	2,011	1,942	2,647	2,545	4,554	5,596	8,288	6,810	3,730
Illiamna (ILI) *	946	0	0	0	0	0	0	1,091	4,458	6,848	7,149	7,793
Juneau (JNU)	5,571	4,419	4,373	4,098	3,909	5,074	4,667	7,210	8,706	10,829	10,274	8,175
Ketchikan (KTN)	5,276	4,200	3,378	3,294	3,214	4,466	4,566	12,360	17,930	20,298	20,582	9,921
McGrath (MCG) *	0	0	0	0	0	0	0	1,173	1,985	1,596	1,645	1,890
Nome (OME)	9,756	7,362	10,155	9,257	8,633	10,992	9,305	10,563	10,441	12,846	14,806	9,708
Northway (ORT) *	0	0	0	0	0	0	0	520	1,005	1,195	1,082	1,432
Kotzebue (OTZ)	7,042	5,574	5,418	5,931	5,352	7,370	6,364	6,887	6,416	8,337	7,834	8,915
Palmer (PAQ)	1,871	1,242	1,083	1,489	1,259	1,880	1,827	2,800	3,335	3,171	3,299	2,695
Deadhorse (SCC)	2,868	2,566	3,202	2,443	2,003	2,211	2,572	3,352	2,881	3,416	4,232	3,180
Sitka (SIT)	2,884	2,255	2,253	2,304	2,389	2,952	3,063	3,861	4,407	5,167	5,194	3,565
Talkeetna (TKA)	1,850	1,301	957	1,447	1,075	2,678	2,471	8,475	9,939	10,829	11,892	5,105

Fiscal Year 2016												
CONUS - AFSS Contract	Oct-15	Nov-15	Dec-15	Jan-16	Feb-16	Mar-16	Apr-16	May-16	Jun-16	Jul-16	Aug-16	Sep-16
Services via Specialist	315,006	272,125	236,872	229,190	240,886	270,626	275,545	284,917	301,106	325,029	296,686	280,694

Fiscal Year 2016												
Alaska Facility	Oct-15	Nov-15	Dec-15	Jan-16	Feb-16	Mar-16	Apr-16	May-16	Jun-16	Jul-16	Aug-16	Sep-16
Barrow (BRW)	5,587	2,970	3,278	3,451	3,235	3,563	3,874	4,953	4,419	5,805	6,662	6,042
Cold Bay (CDB)	2,689	1,978	2,066	2,354	1,815	1,598	2,227	3,013	2,671	2,317	3,018	2,115
Dillingham (DLG)	6,164	3,677	4,034	4,020	3,930	4,869	5,166	5,482	9,161	7,778	8,273	6,118
Kenai (ENA)	13,727	8,988	10,617	9,563	9,293	12,209	12,528	18,073	18,896	23,053	20,113	17,403
Fairbanks (FAI)	8,683	7,894	6,382	6,545	6,740	8,989	8,242	9,080	12,264	13,184	13,451	12,713
Homer (HOM)	2,642	1,828	1,882	1,844	1,740	2,346	2,718	4,145	5,770	8,091	7,922	5,228
Illiamna (ILI) *	1,977	0	0	0	0	0	0	2,342	5,552	8,470	7,504	5,772
Juneau (JNU)	6,516	5,621	5,263	5,423	5,608	6,262	5,897	8,057	10,321	11,274	11,306	9,498
Ketchikan (KTN)	4,716	3,796	3,524	2,961	3,061	4,713	5,383	11,206	17,142	21,632	22,394	10,470
McGrath (MCG) *	0	0	0	0	0	1,067	0	1,620	1,430	1,529	1,791	2,084
Nome (OME)	11,712	9,634	7,816	6,872	6,804	7,922	8,932	8,266	10,189	12,143	10,239	8,181
Northway (ORT) *	0	0	0	0	0	0	0	668	760	685	1,078	1,521
Kotzebue (OTZ)	8,026	5,764	5,377	6,160	5,727	6,151	6,338	7,557	8,011	7,058	8,091	8,644
Palmer (PAQ)	1,835	1,085	1,168	1,588	1,739	2,310	2,889	4,416	3,387	4,058	3,518	2,838
Deadhorse (SCC)	2,598	2,213	2,372	2,271	2,042	3,764	2,377	2,332	2,339	2,566	3,984	2,710
Sitka (SIT)	2,712	2,316	2,074	2,074	2,131	2,808	2,629	3,659	4,590	5,067	4,901	3,181
Talkeetna (TKA)	1,493	510	520	731	1,266	2,123	3,261	6,428	9,597	10,698	9,058	6,004

*Seasonal Facility only open during the Summer

Source: Flight Service Stations, AJR-B

Fiscal Year (FY)/Number of Delayed Flights/Percentage Change

Fiscal Year	Number of Delayed Operations	% Change
2012	277,159	n/a
2013	333,463	20.3%
2014	319,515	-4.2%
2015	333,818	4.5%
2016	342,294	2.5%

Source: OPSNET, Office of Performance Analysis (AJR-G)

Percent Share of Delay Causes

Percent Share of Delay Causes						
Month	Total Delays	Weather	Volume	Equipment	Runway	Other
Oct-11	19,284	67%	21%	1%	5%	6%
Nov-11	21,357	72%	19%	0%	4%	4%
Dec-11	18,698	72%	16%	4%	3%	5%
Jan-12	20,009	66%	15%	0%	14%	5%
Feb-12	14,618	63%	25%	0%	2%	10%
Mar-12	23,146	75%	16%	0%	4%	6%
Apr-12	15,789	64%	22%	0%	6%	8%
May-12	31,314	76%	13%	2%	4%	4%
Jun-12	23,988	63%	20%	0%	9%	8%
Jul-12	36,097	86%	9%	0%	2%	3%
Aug-12	28,993	76%	13%	1%	7%	4%
Sep-12	23,866	62%	15%	0%	18%	6%
Oct-12	23,110	61%	20%	1%	9%	9%
Nov-12	13,708	60%	27%	0%	4%	9%
Dec-12	22,467	63%	22%	3%	8%	4%
Jan-13	16,240	72%	17%	0%	5%	5%
Feb-13	17,031	72%	20%	1%	2%	5%
Mar-13	21,697	65%	27%	0%	5%	3%
Apr-13	37,117	55%	16%	0%	8%	21%
May-13	35,740	75%	15%	1%	4%	4%
Jun-13	46,693	84%	10%	0%	4%	2%
Jul-13	46,715	76%	13%	0%	3%	8%
Aug-13	31,101	76%	17%	1%	2%	4%
Sep-13	21,844	64%	22%	0%	9%	5%
Oct-13	21,066	60%	28%	0%	7%	6%
Nov-13	16,316	58%	29%	0%	6%	6%
Dec-13	21,809	58%	31%	0%	7%	4%
Jan-14	15,385	55%	25%	2%	11%	7%
Feb-14	19,755	63%	24%	0%	7%	5%
Mar-14	20,227	52%	31%	0%	11%	6%
Apr-14	25,912	50%	22%	1%	23%	4%
May-14	35,218	66%	15%	2%	13%	4%

Percent Share of Delay Causes

Month	Total Delays	Weather	Volume	Equipment	Runway	Other
Jun-14	43,059	75%	14%	0%	7%	4%
Jul-14	37,967	75%	16%	0%	5%	4%
Aug-14	34,499	73%	17%	0%	4%	6%
Sep-14	28,302	50%	21%	9%	8%	12%
Oct-14	31,940	44%	17%	26%	5%	7%
Nov-14	20,647	63%	27%	0%	5%	5%
Dec-14	28,206	59%	35%	0%	1%	4%
Jan-15	18,571	63%	29%	1%	2%	5%
Feb-15	18,553	59%	33%	0%	1%	6%
Mar-15	22,326	50%	25%	0%	18%	6%
Apr-15	24,416	62%	26%	0%	7%	5%
May-15	31,125	70%	20%	1%	4%	6%
Jun-15	41,560	79%	14%	0%	3%	4%
Jul-15	38,308	67%	15%	0%	12%	6%
Aug-15	32,711	58%	23%	1%	13%	5%
Sep-15	25,455	61%	22%	0%	9%	7%
Oct-15	21,893	56%	30%	1%	5%	8%
Nov-15	21,376	59%	30%	1%	3%	7%
Dec-15	29,087	61%	31%	0%	2%	5%
Jan-16	18,035	54%	39%	1%	1%	5%
Feb-16	20,989	66%	26%	0%	3%	5%
Mar-16	28,237	67%	26%	0%	3%	4%
Apr-16	22,683	65%	27%	0%	4%	4%
May-16	28,455	71%	22%	0%	2%	5%
Jun-16	39,238	72%	19%	0%	5%	4%
Jul-16	43,881	78%	15%	0%	3%	4%
Aug-16	41,335	74%	16%	2%	3%	5%
Sep-16	27,085	64%	23%	0%	8%	5%

Source: OPSNET, Office of Performance Analysis (AJR-G)

Airspace Modernization

The FAA is modernizing the nation's airspace from one centered largely on analog, ground-based technology to one that takes advantage of state-of-the-art, satellite-based and digital systems. This transformation from ground-based to satellite-enabled navigation and aircraft tracking, from voice to digital communication, and from limited data exchange to fully integrated information management (among many other improvements) is changing how we see, navigate and communicate in our nation's skies.

Many of these technologies and procedures are significantly improving safety, capacity and efficiency on runways and in our skies while reducing fuel burn, carbon emissions and noise:

Data Communications (Data Comm)

Data Comm revolutionizes communication between air traffic controllers and pilots. The new technology supplements radio voice messages, enabling controllers to transmit typed departure clearances that pilots can read and accept with the touch of a button. This translates directly into safer, more efficient operations, helping aircraft take off sooner and reach their destinations on time.

Data Comm tower service was successfully deployed, under budget and almost two-and-a-half years ahead of schedule, at 55 airports. Due to its success, air carriers requested and the FAA approved the deployment of Data Comm at seven more airports. When en route services are deployed, the system will be used for traffic at cruising altitude, and more kinds of messages can be exchanged.

Click on the following link for more information about Data Comm:

https://www.faa.gov/nextgen/update/progress_and_plans/data_comm/

Performance Based Navigation (PBN)

PBN routes and procedures are primarily satellite-based and not bound to traditional ground-based navigation aids. Aircraft are thus able to fly more directly from Point A to Point B. PBN procedures use satellite-based navigation and on-board aircraft equipment to navigate with greater precision through all phases of flight. They enhance safety through repeatable, predictable flight paths, improve airport arrival rates and reduce fuel burn. The FAA has published more than 9,000 PBN procedures and routes.

Click on the following link for more information about PBN:

https://www.faa.gov/nextgen/update/progress_and_plans/pbn/

Automatic Dependent Surveillance–Broadcast (ADS-B)

ADS-B, the satellite-enabled successor to radar, relies on GPS signals to determine and report aircraft position. It is replacing ground-based radars as the primary means of aircraft surveillance. ADS-B is one of the most important underlying technologies in the modernization effort.

The nationwide infrastructure for ADS-B was completed in April 2014. This means that the nation's airspace system now has satellite-based coverage wherever radar coverage exists — as well as in some areas that lack radar coverage, such as certain low-altitude airspace, the Gulf of Mexico and Alaska. By Jan. 1, 2020, aircraft operating in most controlled airspace (airspace in which transponders are required today) will be required to have ADS-B Out, which broadcasts aircraft position. Aircraft that fly only in uncontrolled airspace where no transponders are required are exempt from the mandate, as are aircraft without electrical systems, such as balloons and gliders. ADS-B In, which is not mandatory, gives pilots cockpit displays that show the position of nearby aircraft, weather conditions and other flight information. ADS-B In improves pilot situational awareness and greatly enhances safety, particularly for general aviation aircraft, which usually have no other system aboard for spotting nearby air traffic.

Click on the following link for more information about ADS-B:

https://www.faa.gov/nextgen/update/progress_and_plans/adsb/

Click on the following link for the latest ADS-B equipage numbers.

<https://www.faa.gov/nextgen/equipadsb/levels/>

En Route Automation Modernization (ERAM)

ERAM, which is fully deployed at the 20 en route centers across the country where controllers handle high-altitude traffic, processes flight and radar data, serves as a platform for communications, and generates data for controllers' screens. The technology enables controllers to track up to 1,900 aircraft at a time — an increase from 1,100 under the previous system. ERAM can also track aircraft using ADS-B.

Terminal Automation Modernization Replacement (TAMR)

TAMR is an FAA program that is fielding a technology advancement akin to ERAM, only for terminal, not en route, airspace, which is the airspace around major airports. The Standard Terminal Automation Replacement System (STARS) combines multiple air traffic control technologies into a single, state-of-the-art platform. STARS is now in use at 70 terminal radar approach control (TRACON) facilities, including the “Big 11” TRACONs that control 80 percent of all traffic arriving and departing from U.S. airports.

Click on the following link for more information about ERAM and TAMR:

https://www.faa.gov/nextgen/update/progress_and_plans/automation/

System Wide Information Management (SWIM)

SWIM is one of the most important programs in the FAA’s modernization effort. One of the keys to a safe and efficient flight is to give the people responsible for that flight the right information at the right time. As such, SWIM provides near real-time, accurate flight, surveillance, weather and aeronautical information in a flexible, secure digital architecture. It is the data-sharing backbone of modernization: it receives information collected independently, combines it and distributes it as data to authorized users in the aviation community. This provides common situational awareness and facilitates collaborative decision making – an integral part of delivering aircraft safely to their destinations on time.

Click on the following link for more information about SWIM:

https://www.faa.gov/nextgen/update/progress_and_plans/swim/

Unmanned Aircraft Systems (UAS)

UAS Metrics

Total Registrations		964,279
Hobbyists		856,685
Non-Hobbyists		107,594
Remote Pilot Certificates Issued		72,393
Part 107 Waivers Issued		1,250
Top Five Waiver Requests (Percent)		
Night Operations		71%
Operations Over People		29%
BVLOS		16%
Altitude		9%
Ops from Moving Vehicle		7%
Airspace Authorizations Issued		12,233

BVLOS: Beyond the Visionary Loss of Sight

Source: Office of Unmanned Aircraft Systems,

As of: Nov. 15, 2017

Airports

Definitions of Landing Facilities

Airport:

An area of land or water which is used, or intended to be used, for the aircraft takeoff and landing.

https://www.faa.gov/airports/resources/publications/orders/compliance_5190_6/

Heliport:

The area of land, water, or a structure used or intended to be used for the landing and takeoff of helicopters, together with appurtenant buildings and facilities.

https://www.faa.gov/documentLibrary/media/Advisory_Circular/150_5390_2c.pdf

Seaplane Base:

A designated area of water used or intended to be used for the landing and takeoff of seaplanes and shore side access.

https://www.faa.gov/documentLibrary/media/Advisory_Circular/draft-150-5395-1B-Seaplane-Bases.pdf

Civil Public Use Part 139:

14 CFR Part 139 requires the FAA to issue airport operating certificates to airports that---

- Serve scheduled and unscheduled air carrier aircraft with more than 30 seats;
- Serve scheduled air carrier operations in aircraft with more than 9 seats but less than 31 seats; and
- The FAA Administrator requires to have a certificate.

https://www.faa.gov/airports/airport_safety/part139_cert/what-is-part-139/

Public Use Airports:

A public airport or a privately owned airport used or intended to be used for public purposes.

https://www.faa.gov/airports/resources/publications/orders/compliance_5190_6/

Private Use Airports:

A publicly owned or privately owned airport not open to the public.

https://www.faa.gov/airports/resources/publications/orders/compliance_5190_6/

Number of U.S. Airports

	2016	2015	2014
Total Airports	19,576	19,524	19,299
Airports	13,154	13,156	13,089
Heliports	5,763	5,709	5,553
Seaplane Bases	497	493	488
Gliderports	35	35	36
Balloonports	13	13	13
Ultralight Flightparks	114	118	120
Total Civil Public Use Airports	5,119	5,136	5,145
Civil Public Use Part 139	529	531	537
Civil Public Uses Non-Part 139	4,590	4,605	4,608
Civil Public Use Airports Abandoned	20	14	15
Newly Established Public Use	4	8	10
Total Civil Private Use Airports	14,168	14,096	13,863
Civil Private Use Airports Abandoned	222	112	307
Newly Established Private Use	305	352	171
Military Airports	283	287	286

Source: Office of Airports, 202-267-9590

Aircraft

Number of Aircraft by Carriers

Type of Carrier	Count of Aircraft
Domestic, flag, supplemental, and cargo air carriers aircraft	7,146
Commuters	11,057
Air Taxis	324
TOTAL	18,527

U.S. General Aviation and Part 135 Activity (Calendar Years)

	Estimated Active Aircraft (Thousands)		Estimated Hours Flown (Millions)	
	2015	2014	2015	2014
TOTAL	210.0	204.4	24.1	23.3
By Type Aircraft				
Piston	141.1	139.2	12.8	12.0
Turboprop	9.7	9.8	2.5	2.6
Jet	13.4	12.4	3.8	3.9
Rotary Wing	10.5	10.0	3.3	3.2
Experimental	27.9	26.2	1.3	1.2
Special Light Sport	2.4	2.2	0.2	0.2
Other	4.9	4.7	0.2	0.2
By Type Flying				
Corporate	11.3	11.9	2.4	2.8
Business	15.9	15.8	1.8	1.7
Personal	139.7	135.7	7.4	6.9
Instructional	15.7	13.2	4.6	3.8
Aerial Application	3.3	3.1	0.9	0.9
Aerial Observation	5.5	6.0	1.4	1.5
Aerial Other	0.9	0.9	0.2	0.2
External Load	0.3	0.3	0.2	0.2
Other Work	1.3	1.2	0.2	0.3
Sightseeing	1.2	1.7	0.2	0.2
Air Tours	0.5	0.4	0.3	0.3
Air Taxi	6.5	6.9	2.5	2.6
Air Medical Services	2.4	2.5	0.8	0.8

Source: Office of Aviation Safety, (202) 267-3131

Aircraft Certification Service, Aircraft Certification Mission and Program Files

	FY15	FY16	*FY17
Type Certificates/Supplemental Type Certificates Issued	1638	2054	1533
Other Design Approvals Issued	3249	3290	1519
Production Approvals (Including Amendments) Issued	36	39	29
Airworthiness Certificates Issued	889	735	311
New Airworthiness Directives (AD) Issued	124	150	106
*New Designees (Representative of the Administrator) Appointed	-	-	-
Total Active Designees	1556	1571	1491

*FY2017 thru April Only. Counted twice a year.

*New Designees are no longer tracked.

As of: 09/06/2017

Source: AIR-9E0, (202) 267-3948

Industry Trends

Forecast for U.S. Commercial Air Carriers Total Revenue Passenger Enplanements

Fiscal Year	Passengers
FY 2017	838 Million
FY 2021	916 Million

Historical U.S. Commercial Air Carriers Total Revenue Passenger Enplanements

Fiscal Year	Passengers
FY 2015	786 Million
FY 2016	820 Million

National Airspace System (NAS) On-Time Performance

Fiscal Year	NAS On-Time Performance
FY 2015	90.7%
FY 2016	92.0%

Percent of total flights net delays, diversions and cancellations.

Source: ASPM and ASQP, Office of Performance Analysis (AJR-G)

Commercial Space Transportation

Licensed Commercial Launches

	FY2018	FY2017	FY2016	FY2015	FY2014
Licensed Commercial Launches					
TOTAL	10	18	11	8	12
Number of Orbital Launches	9	18	11	7	12
Number of Suborbital Launches	1	0	0	1	0
By Launch Vehicle Type					
Antares Configuration 120	0	0	0	0	2
Antares Configuration 130	0	0	0	1	0
Antares Configuration 230	1	1	0	0	0
Atlas V-401	0	2	2	0	1
Atlas V-421	0	0	1	0	0
Atlas V-431	0	1	0	0	0
Delta IV Heavy	0	0	0	1	0
Dragon Pad Abort Test Vehicle	0	0	0	1	0
Electron	1	1	0	0	0
Falcon 9	0	0	0	1	3
Falcon 9 Version 1.1	0	0	0	4	4
Falcon 9 Version 1.2	6	12	8	0	0
Minotaur C	1	0	0	0	0
Minotaur I	0	0	0	0	1
Minotaur IV	0	1	0	0	0
New Shepard System	1	0	0	0	0
Zenit-3SL	0	0	0	0	1
By Launch Site					
Cape Canaveral Air Force Station	1	5	11	7	7
Kennedy Space Center	2	7	0	0	0
Mahia Peninsula, New Zealand	0	1	0	0	0
Mid-Atlantic Regional Spaceport	1	1	0	1	2
Pacific Ocean	0	0	0	0	1
Vandenberg Air Force Base	3	4	0	0	1
Wallops Flight Facility	0	0	0	0	1
West Texas Launch Site	1	0	0	0	0
Mahia Peninsula, New Zealand	1	0	0	0	0

Experimental Permit Launches

	FY2018	FY2017	FY2016	FY2015	FY2014
Experimental Permit Launches					
TOTAL	0	1	4	2	7

Re-Entries

	FY2018	FY2017	FY2016	FY2015	FY2014
Re-entries					
TOTAL	1	3	2	4	1
By Vehicle					
Dragon	1	3	2	3	1
Orion spacecraft	0	0	0	1	0

Active Launch Site Operator Licenses

Operator	Site
Harris Corporation	California Spaceport
Oklahoma Space Industry Development Authority	Burns Flat, Oklahoma
Space Florida	Cape Canaveral Air Force Station
Houston Airport System	Ellington Airport
Jacksonville Aviation Authority	Cecil Field
Midland International Airport	Midland International Airport
Mojave Air & Space Port	Mojave Air & Space Port
New Mexico Spaceflight Authority	Spaceport America
Alaska Aerospace Development Corporation	Pacific Spaceport Complex Alaska
Virginia Commercial Space Flight Authority	Wallops Flight Facility

Source: provided on 10-24-17; by FAA Office of Commercial Space Transportation, 202-267-7793

Airmen

Airmen Certification Service – M70 Active Pilots Summary (Grand Totals, January 1, 2018)

	Student Pilot	Sport Pilot	Recreational Pilot	Private Pilot	Commercial Pilot	Airline Transport Pilot	TOTAL US PILOTS	Foreign Based Pilot	Flight Instructor	Auth Instructor	Remote Pilot	Flight Engineer	Foreign Based Flight Engineer	Row TOTAL (excludes Remote Pilots; double counting CFIs and Flight Engineers)
State/US Territory Totals:	138,156	6,073	157	166,681	98,507	157,314	566,888	7,052	103,805	18	68,586	34,341	4	712,108
Foreign Address Totals:	10,965	24	0	7,835	15,679	7,914	42,417	31,795	2,887	0	580	193	8	77,300
Grand Totals:	149,121	6,097	157	174,516	114,186	165,228	609,305	38,847	106,692	18	69,166	34,534	12	789,408

Airmen Certification System – M70 Active Pilots Summary (Alaskan Region, January 1, 2018)

	Student Pilot	Sport Pilot	Recreational Pilot	Private Pilot	Commercial Pilot	Airline Transport Pilot	TOTAL US PILOTS	Foreign Based Pilot	Flight Instructor	Auth Instructor	Remote Pilot	Flight Engineer	Foreign Based Flight Engineer	Row TOTAL (excludes Remote Pilots; double counting CFIs and Flight Engineers)
Alaska	1,546	58	1	2,588	1,563	2,242	7,998	34	1,418	0	540	622	0	10,072
Alaskan Totals:	1,546	58	1	2,588	1,563	2,242	7,998	34	1,418	0	540	622	0	10,072
Alaskan Grand Total:	10,072													

Airmen Certification System – M70 Active Pilots Summary (Central Region, January 1, 2018)

	Student Pilot	Sport Pilot	Recreational Pilot	Private Pilot	Commercial Pilot	Airline Transport Pilot	TOTAL US PILOTS	Foreign Based Pilot	Flight Instructor	Auth Instructor	Remote Pilot	Flight Engineer	Foreign Based Flight Engineer	Row TOTAL (excludes Remote Pilots; double counting CFIs and Flight Engineers)
Illinois	208	11	0	235	151	280	885	1	182	0	130	52	0	1,120
Iowa	1,218	99	5	2,044	927	748	5,041	12	826	1	819	93	0	5,973
Kansas	1,626	85	3	2,595	1,268	1,384	6,961	34	1,417	0	865	143	0	8,555
Kentucky	1,292	52	5	1,469	768	1,566	5,152	7	864	1	700	606	0	6,630
Missouri	2,301	158	4	3,032	1,580	2,196	9,271	28	1,631	0	1,208	398	0	11,328
Nebraska	932	37	0	1,313	626	658	3,566	11	537	0	535	82	0	4,196
Tennessee	2,630	106	3	3,132	1,878	4,376	12,125	48	2,305	0	1,281	1,552	0	16,030
Central Totals:	10,207	548	20	13,820	7,198	11,208	43,001	141	7,762	2	5,538	2,926	0	53,832
Central Grand Total:	53,832													

Airmen Certification System – M70 Active Pilots Summary (Eastern Region, January 1, 2018)

	Student Pilot	Sport Pilot	Recreational Pilot	Private Pilot	Commercial Pilot	Airline Transport Pilot	TOTAL US PILOTS	Foreign Based Pilot	Flight Instructor	Auth In-structor	Remote Pilot	Flight Engineer	Foreign Based Flight Engineer	Row TOTAL (excludes Remote Pilots; double counting CFIs and Flight Engineers)
Connecticut	1,008	29	0	1,610	765	1,398	4,810	57	886	0	673	288	0	6,041
Delaware	320	12	0	368	216	429	1,345	8	268	0	247	71	0	1,692
Dist Of Columbia	195	4	0	193	92	118	602	18	113	0	98	13	0	746
Maine	543	52	1	860	452	543	2,451	13	382	0	397	112	0	2,958
Maryland	2,566	90	3	2,219	1,245	1,838	7,961	107	1,389	0	1,172	331	0	9,788
Massachusetts	2,158	63	1	2,737	1,221	1,640	7,820	133	1,206	0	1,096	327	0	9,486
New Hampshire	644	46	2	986	545	1,431	3,654	26	762	0	391	397	0	4,839
New Jersey	2,275	43	2	2,620	1,357	2,426	8,723	121	1,632	1	1,275	510	0	10,987
New York	4,891	135	17	5,170	2,684	3,156	16,053	269	2,662	0	2,429	456	0	19,440
North Carolina	3,264	164	4	4,348	2,371	4,588	14,739	106	2,739	0	2,202	897	0	18,481
Pennsylvania	3,581	191	10	4,629	2,387	4,343	15,141	76	2,820	0	1,964	847	0	18,884
Rhode Island	258	8	1	298	150	242	957	8	152	0	131	45	0	1,162
Vermont	279	10	1	463	258	237	1,248	6	187	0	166	52	0	1,493
Virginia	3,312	153	6	3,802	2,573	4,438	14,284	147	2,799	1	2,146	959	0	18,190
West Virginia	487	41	0	566	316	310	1,720	2	283	0	290	41	0	2,046
Eastern Totals:	25,781	1,041	48	30,869	16,632	27,137	101,508	1,097	18,280	2	14,677	5,346	0	126,233
Eastern Grand Total:	126,233													

Airmen Certification System – M70 Active Pilots Summary (Flight Standards Region, January 1, 2018)

	Student Pilot	Sport Pilot	Recreational Pilot	Private Pilot	Commercial Pilot	Airline Transport Pilot	TOTAL US PILOTS	Foreign Based Pilot	Flight Instructor	Auth In-structor	Remote Pilot	Flight Engineer	Foreign Based Flight Engineer	Row TOTAL (excludes Remote Pilots; double counting CFIs and Flight Engineers)
AA-Americas	1	0	0	6	4	8	19	0	8	0	2	1	0	28
AE-Europe And Canada	74	2	0	49	56	80	261	2	91	0	16	3	0	357
AP-Pacific	221	2	0	54	89	51	417	1	64	0	14	0	0	482
Fed St Micronesia	0	0	0	0	2	1	3	0	1	0	0	0	0	4
Marshall Islands	0	0	0	0	0	2	2	1	0	0	0	0	0	3
Palau	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Flight Standards Totals:	296	4	0	109	151	142	702	4	164	0	32	4	0	874
Flight Standards Grand Total: 874														

Airmen Certification System – M70 Active Pilots Summary (Great Lakes Region, January 1, 2018)

	Student Pilot	Sport Pilot	Recreational Pilot	Private Pilot	Commercial Pilot	Airline Transport Pilot	TOTAL US PILOTS	Foreign Based Pilot	Flight Instructor	Auth In-structor	Remote Pilot	Flight Engineer	Foreign Based Flight Engineer	Row TOTAL (excludes Remote Pilots; double counting CFIs and Flight Engineers)
Illinois	3,642	277	5	4,839	2,306	4,625	15,694	112	3,273	2	2,242	1,069	0	20,150
Indiana	2,435	202	5	3,296	1,583	2,357	9,878	38	1,728	0	1,193	588	0	12,232
Kentucky	115	6	2	128	66	550	867	6	223	0	102	168	0	1,264
Michigan	3,207	213	6	4,696	2,250	3,402	13,774	97	2,560	0	1,717	657	0	17,088
Minnesota	2,466	111	1	3,956	2,019	3,930	12,483	39	2,679	0	1,339	1,032	0	16,233
North Dakota	961	26	0	1,078	1,131	309	3,505	12	490	0	377	41	0	4,048
Ohio	3,555	251	20	5,134	2,334	4,028	15,322	55	2,980	0	2,097	724	0	19,081
South Dakota	526	55	1	777	522	452	2,333	3	435	0	220	54	0	2,825
Wisconsin	2,035	257	4	3,397	1,322	2,171	9,186	37	1,650	0	1,171	400	0	11,273
Great Lakes Totals:	18,942	1,398	44	27,301	13,533	21,824	83,042	399	16,018	2	10,458	4,733	0	104,194
Great Lakes Grand Total: 104,194														

Airmen Certification System – M70 Active Pilots Summary (Northwest Mountain Region, January 1, 2018)

	Student Pilot	Sport Pilot	Recreational Pilot	Private Pilot	Commercial Pilot	Airline Transport Pilot	TOTAL US PILOTS	Foreign Based Pilot	Flight Instructor	Auth In-structor	Remote Pilot	Flight Engineer	Foreign Based Flight Engineer	Row TOTAL (excludes Remote Pilots; double counting CFIs and Flight Engineers)
Colorado	3,858	140	4	4,656	2,971	6,468	18,097	123	3,854	0	2,346	1,601	0	23,675
Idaho	1,143	81	2	1,727	1,031	1,111	5,095	16	931	1	672	162	0	6,205
Montana	886	33	2	1,360	860	676	3,817	13	693	0	438	104	0	4,627
Oregon	2,244	100	3	3,196	2,019	1,615	9,177	96	1,727	0	1,315	209	0	11,209
Utah	2,188	73	0	2,174	1,547	2,588	8,570	34	1,787	0	894	494	0	10,885
Washington	4,459	211	2	5,793	3,245	6,370	20,080	171	3,902	3	1,978	1,481	0	25,637
Wyoming	453	20	1	722	333	340	1,869	7	289	0	241	79	0	2,244
Northwest Mountain Totals:	15,231	658	14	19,628	12,006	19,168	66,705	460	13,183	4	7,884	4,130	0	84,482
Northwest Mountain Grand Total:	84,482													

Airmen Certification System – M70 Active Pilots Summary (Southern Region, January 1, 2018)

	Student Pilot	Sport Pilot	Recreational Pilot	Private Pilot	Commercial Pilot	Airline Transport Pilot	TOTAL US PILOTS	Foreign Based Pilot	Flight Instructor	Auth In-structor	Remote Pilot	Flight Engineer	Foreign Based Flight Engineer	Row TOTAL (excludes Remote Pilots; double counting CFIs and Flight Engineers)
Alabama	1,787	77	4	2,082	1,970	1,510	7,430	39	1,642	0	1,025	252	0	9,363
Florida	16,184	567	3	13,445	10,507	18,862	59,568	2,195	10,556	3	5,667	4,412	0	76,734
Georgia	3,848	153	5	4,544	2,495	7,465	18,510	128	3,493	0	2,127	2,311	0	24,442
Puerto Rico	633	50	0	335	218	360	1,596	14	221	0	106	24	0	1,855
South Carolina	1,416	76	0	2,041	1,138	2,139	6,810	55	1,187	0	896	472	0	8,524
Virgin Islands	45	1	0	56	28	42	172	3	17	0	6	7	0	199
Southern Totals:	23,913	924	12	22,503	16,356	30,378	94,086	2,434	17,116	3	9,827	7,478	0	121,117
Southern Grand Total:	121,117													

Airmen Certification System – M70 Active Pilots Summary (Southwest Region, January 1, 2018)

	Student Pilot	Sport Pilot	Recreational Pilot	Private Pilot	Commercial Pilot	Airline Transport Pilot	TOTAL US PILOTS	Foreign Based Pilot	Flight Instructor	Auth In-structor	Remote Pilot	Flight Engineer	Foreign Based Flight Engineer	Row TOTAL (excludes Remote Pilots; double counting CFIs and Flight Engineers)
Arkansas	1,401	85	1	1,691	1,084	966	5,228	26	789	0	534	124	0	6,167
Louisiana	1,401	66	0	1,622	1,163	1,223	5,475	29	913	0	758	153	0	6,570
Mississippi	1,275	31	1	1,128	830	959	4,224	12	637	0	513	222	0	5,095
New Mexico	1,076	71	2	1,461	1,001	683	4,294	40	617	0	469	89	0	5,040
Oklahoma	2,363	52	2	2,557	1,551	1,618	8,143	28	1,352	0	861	211	0	9,734
Texas	12,344	395	4	13,563	8,561	17,147	52,014	638	9,293	1	6,060	3,872	0	65,818
Southwest Totals:	19,860	700	10	22,022	14,190	22,596	79,378	773	13,601	1	9,195	4,671	0	98,424
Southwest Grand Total:	98,424													

Airmen Certification System – M70 Active Pilots Summary (Western-Pacific Region, January 1, 2018)

	Student Pilot	Sport Pilot	Recreational Pilot	Private Pilot	Commercial Pilot	Airline Transport Pilot	TOTAL US PILOTS	Foreign Based Pilot	Flight Instructor	Auth In-structor	Remote Pilot	Flight Engineer	Foreign Based Flight Engineer	Row TOTAL (excludes Remote Pilots; double counting CFIs and Flight Engineers)
American Samoa	0	0	0	0	0	3	3	2	0	0	0	0	0	5
Arizona	4,602	169	0	4,982	4,037	5,753	19,543	323	4,103	0	1,713	872	0	24,841
California	15,528	505	8	20,517	10,720	12,651	59,929	1,274	9,750	4	7,434	2,713	3	73,673
Guam	30	0	0	18	20	116	184	2	46	0	17	36	0	268
Hawaii	790	15	0	525	686	1,265	3,281	47	738	0	490	238	1	4,305
Nevada	1,424	53	0	1,798	1,411	2,825	7,511	62	1,622	0	778	571	0	9,766
North Mariana ISL	6	0	0	1	4	6	17	0	4	0	3	1	0	22
Western-Pacific Totals:	22,380	742	8	27,841	16,878	22,619	90,468	1,710	16,263	4	10,435	4,431	4	112,880
Western-Pacific Grand Total:	112,880													

FAA Resources

FAA Budget Summary

	FY 2016 Enacted	FY 2017 Enacted
Operations	9,909,724	10,025,852
Air Traffic (ATO)	7,506,934	7,559,785
Aviation Safety (AVS)	1,258,411	1,298,482
Commercial Space (AST)	17,800	19,826
Finance & Management (AFN)	760,500	771,342
NextGen (ANG)	60,089	60,155
Security & Hazmat Safety (ASH)	99,239	107,161
Staff Offices	206,751	209,101
Facilities & Equipment	2,855,000	2,855,000
Activity 1 Engineering & Testing	156,050	156,960
Activity 2 ATC Facilities & Equip.	1,832,201	1,791,710
Activity 3 Non-ATC Fac. & Equip.	171,000	182,930
Activity 4 Mission Support	225,700	237,400
Activity 5 Personnel & Expenses	470,049	486,000
Research, Engineering & Dev.	166,000	176,500
Safety	95,969	105,370
Economic Competitiveness	22,589	22,243
Environmental Sustainability	41,897	43,187
Mission Support	5,545	5,700
Grants-in-aid for Airports	3,350,000	3,350,000
Personnel & Related Expenses	107,100	107,691
Airport Cooperative Research	15,000	15,000
Grants-in-aid for Airports	3,191,900	3,185,934
Airport Technology Research	31,000	31,375
Small Community Air Service	5,000	10,000
TOTAL	16,280,724	16,407,352

Source: FAA Office of Financial Services

FAA Workforce Data: Line of Business and Location

	Year	
Line of Business	2016	2017
Air Traffic Organization (ATO)	31248	31078
Airports (ARP)	551	534
Aviation Safety (AVS)	7424	7301
Commercial Space Transportation (AST)	95	96
Security & Hazardous Materials Safety (ASH)	491	486
Staff Offices	5416	5357
Grand Total	45225	44852
Location (Region/Center)	2016	2017
Aeronautical Center	3436	3105
Alaskan	844	790
Central	1962	1563
Eastern	4303	4150
Great Lakes	5095	4990
New England	1275	1064
Northwest Mountains	3849	3279
Southern	6232	6013
Southwest	4608	4256
Western-Pacific	4290	4170
Washington Headquarters	8603	10743
Technical Center	728	729
Grand Total	45225	44852

Source: Office of Human Resource Management (AHR): AHP-200

Full-Time, Permanent Employees Only; Calendar Year/Pay Period
2016-24 and 2017-24 (comparison)

As of November 10, 2017

FAA Regions



Source: Office of FAA Regions and Center Operations,
202-267-9011

FAA Workforce Demographics: Minorities and Non-Minorities (Line of Business and Location)

Line of Business	2016		2017	
	Minority	Non-Minority	Minority	Non-Minority
Air Traffic Organization (ATO)	16.24%	83.76%	17.58%	82.42%
Airports (ARP)	19.24%	80.76%	19.85%	80.15%
Aviation Safety (AVS)	15.87%	84.13%	16.45%	83.55%
Commercial Space Transportation (AST)	15.79%	84.21%	18.75%	81.25%
Security & Hazardous Materials Safety (ASH)	23.22%	76.78%	24.90%	75.10%
Staff Offices	22.18%	77.82%	22.74%	77.26%
Grand Total	17.00%	83.00%	18.12%	81.88%

Location (Region/Center)	Minority	Non-Minority	Minority	Non-Minority
Aeronautical Center	16.50%	83.50%	17.07%	82.93%
Alaskan	13.63%	86.37%	15.06%	84.94%
Central	10.70%	89.30%	10.11%	89.89%
Eastern	14.46%	85.54%	15.73%	84.27%
Great Lakes	8.87%	91.13%	9.64%	90.36%
New England	7.61%	92.39%	6.48%	93.52%
Northwest Mountains	11.51%	88.49%	10.86%	89.14%
Southern	20.47%	79.53%	22.19%	77.81%
Southwest	19.57%	80.43%	20.86%	79.14%
Western-Pacific	24.64%	75.36%	26.52%	73.48%
Washington Headquarters	21.36%	78.64%	21.58%	78.42%
Technical Center	14.97%	85.03%	15.91%	84.09%
Grand Total	17.00%	83.00%	18.12%	81.88%

Source: Office of Human Resource Management (AHR): AHP-200

Full-Time, Permanent Employees Only; Calendar Year/Pay Period
2016-24 and 2017-24 (comparison)

As of November 10, 2017

FAA Workforce Demographics: Female and Male (Line of Business and Location)

Line of Business	2016		2017	
	Female	Male	Female	Male
Air Traffic Organization (ATO)	19.16%	80.84%	19.07%	80.93%
Airports (ARP)	38.48%	61.52%	38.58%	61.42%
Aviation Safety (AVS)	25.84%	74.16%	25.79%	74.21%
Commercial Space Transportation (AST)	32.63%	67.37%	30.21%	69.79%
Security & Hazardous Materials Safety (ASH)	39.92%	60.08%	41.15%	58.85%
Staff Offices	44.46%	55.54%	44.28%	55.72%
Grand Total	23.78%	76.22%	23.67%	76.33%

Line of Business	Female	Male	Female	Male
Aeronautical Center	34.14%	65.86%	32.85%	67.15%
Alaskan	19.19%	80.81%	18.35%	81.65%
Central	20.44%	79.56%	18.11%	81.89%
Eastern	17.94%	82.06%	17.25%	82.75%
Great Lakes	17.08%	82.92%	16.55%	83.45%
New England	21.10%	78.90%	20.11%	79.89%
Northwest Mountains	23.02%	76.98%	21.23%	78.77%
Southern	19.77%	80.23%	19.46%	80.54%
Southwest	19.60%	80.40%	18.61%	81.39%
Western-Pacific	20.28%	79.72%	20.07%	79.93%
Washington Headquarters	34.91%	65.09%	34.46%	65.54%
Technical Center	29.12%	70.88%	29.63%	70.37%
Grand Total	23.78%	76.22%	23.67%	76.33%

Source: Office of Human Resource Management (AHR): AHP-200

Full-Time, Permanent Employees Only; Calendar Year/Pay Period
2016-24 and 2017-24 (comparison)

As of November 10, 2017

Labor Relations Bargaining Units Labor Agreements Employees Represented

	Bargaining Units	Labor Agreements	Employees Represented
Unions	33	15	35,215
AFGE	4	3	1,556
AFSCME (HQ)	1	1	2,360
LIUNA	1	1	179
NAGE	2	2	170
NATCA	15	3	19,299
NFFE	3	1	612
PAACE	2	2	314
PASS	5	2	10,725
Unrepresented			971
Nonbargaining			9,300
Total employees:			45,486

AFGE	American Federation of Government Employees
AFSCME	American Federation of State, County and Municipal Employees
LIUNA	Laborers' International Union of North America
NAGE	National Association of Government Employees
NATCA	National Air Traffic Controllers Association
NFFE	National Federation of Federal Employees
PAACE	Professional Association of Aeronautical Center Employees
PASS	Professional Aviation Safety Specialists

Source: Office of Human Resource Management (AHR): AHL-400
As of November 11, 2017

Air Traffic-related Facilities

Airports	19,601
Public Airports	5,116
Private Airports	14,485
ATC Towers	521
Federal	268
Contract	253
TRACONs	160
Stand-Alone	27
Combined ATC Towers	132
RAPCON	1
En Route Centers	25
ARTCC	21
CERAP/CCF	4

Source: OPSNET, Office of Performance Analysis (AJR-G)

Recently Published Rulemaking Documents

Recently published rulemaking documents can be found on the FAA website at the link below.

https://www.faa.gov/regulations_policies/rulemaking/recently_published/